

From boatanchors@theporch.com Sat Jun 3 18:04:44 1995
Date: Sat, 3 Jun 1995 13:04:44 -0500
Message-Id: <950603175933_72227.1640_EHM146-2@CompuServe.COM>
From: Dave Stinson AB5S/7 <72227.1640@compuserve.com>
Subject: A-26 INVADER

Does anyone know the radio line-up
for an A-26 Invader WW-II aircraft?

As in a previous post, I'm trying to
help outfit one with previously
stripped and wrecked radios.

Thanks,
Dave Stinson AB5S/7
Sin City, Nevada

From boatanchors@theporch.com Sat Jun 3 16:14:13 1995
Date: Sat, 3 Jun 1995 11:14:13 -0500
Message-Id: <Pine.SUN.3.91.950603090130.29682A-100000@coyote.rain.org>
From: "Ray L. Mote" <rmote@rain.org>
Subject: Aircraft Restorers (Epilogue)

Tony is right, of course. And so were Hank, Bobbi, and the other contributors to this thread. The beauty of a spirited debate in this forum is that each of us can contribute what comes most easily to mind, on one side or another of the debate, and then sit back and let the others contribute the rest. In the final analysis phase, each of us has to add up the considerations raised by each side, then decide on a final (till the next session) position. In every case, that decision benefits from the full, open, and sometimes heated discussion that preceded it. The only thing missing, as far as I'm concerned, from the Saturday morning ham coffee-shop get-together atmosphere, is the coffee and the opportunity to actually see the other participants. Damn, I wish we could do this in such a setting! I had a good time with this one, even if I didn't get to see Hank's contribution (and it must have been a dilly, based on the high quality of his posts).

From boatanchors@theporch.com Sun Jun 4 04:08:42 1995
Date: Sat, 3 Jun 1995 23:08:42 -0500
Message-Id: <199506032352.SAA11152@zoom.bga.com>

From: Henry van Cleef <vancleef@bga.com>
Subject: Re: Aircraft Restorers (Epilogue)

Well, I've sat here and watched this discussion. Yes, I came on unusually strong for someone who is generally laid back, and wouldn't be too surprised if some noses are out of joint over what I said.

The idea that there are some grade-A turkeys in aviation is certainly "fact." But I would certainly not want to judge amateur radio by the actions of some of the people called "lids."

I've seen some suggestions here about taking WW II military avionics basket cases and making up some light-weight static display stuff that could go back into aircraft radio bays, and that sounds like a fine idea to me. And I think it's worth mentioning that anyone who knows the business end of a multimeter, who can find out why that E-80 starter is not spinning properly, who can get a Leece-Neville generator to gen, or who can get a C-47 cockpit overhead switch panel rewired correctly and safely, and check it out, is going to be more than welcome among the worker bees who are out at the airport getting their hands dirty. You might even find that there is room in the back seat of a T-6 or a P-51 for a bit of joyriding as a result.

Certainly, as people have observed here, a flying restoration that has radio bays that look like they did fifty years ago is more complete than one that doesn't, and most of the equipment that was originally there ended up on the radio surplus market. There should be enough stuff in people's junkboxes to make up some very nice-looking replacements for originals. Being willing to do that sort of thing makes friends at all points, and it's a chance to meet some really good people.

--

Hank van Cleef vancleef@bga.com vancleef@tmn.com

From boatanchors@theporch.com Sat Jun 3 17:40:40 1995
Date: Sat, 3 Jun 1995 12:40:40 -0500
Message-Id: <950603173512_72227.1640_EHM151-2@CompuServe.COM>
From: Dave Stinson AB5S/7 <72227.1640@compuserve.com>
Subject: BRIDGING THE GAP

As a parting shot on the aircraft restoration thread,
I'd like to propose an idea.

As I've said before, I don't like gutting one relic

to dress-up another. However, there may be a way to bridge the gap. I and many others have several of these old solders that are "KIA," that is, stripped and modified to such an extent that they are beyond being restored to working units. However, many of them could be cosmetically restored! In that case, eveyone wins. The previousy dead BA becomes living history.

I've been in touch with the local wing of the Confederate Air Force. Unlike the unfortunate situation with some people in that organization, I have found the local gourp open, enthusiastic and welcoming to any newcomer who wishes to make a positive contribution. They are reworking an A-26 Invader and I will be doing my darndest to get them some radios up. They've had some radios donated, but they're all wrong "civi" types. I've even got a burned-out ART-13 I'll be dressing-up for use by someone.

In short, if the radio is already stripped and unsalvageable, (and there are LOTS of those out there), then we can get them back in the spot light this way.

Dave Stinson AB5S/7
Lost Wages, Nevada

From boatanchors@theporch.com Sat Jun 3 18:01:36 1995
Date: Sat, 3 Jun 1995 13:01:36 -0500
Message-Id: <950603175732_72227.1640_EHM146-1@CompuServe.COM>
From: Dave AB5S/7 <72227.1640@compuserve.com>
Subject: CUTE LITTLE AIRCRAFT BA

I found a cute little aircraft transmitter at the Vegas swap meet today.

It's an RCA AVT-112A. It's in a little box about 6 inches square with gray wrinkle finish, a dual-target magic eye tube for plate current and antenna current, and xtal control. It's in excellent shape and is apparently wired for 6VDC, as shown in a small window in the bottom. The paper tuning chart on the front looks good and the face is unmarred.

I know it's WW-II era since it sports a nice orange

Signal Corps inspection stamp on the front. It even has the connector on the back.

Anyone know anything about this old vet?

Thanks,
Dave AB5S/7

From boatanchors@theporch.com Sat Jun 3 15:55:44 1995
Date: Sat, 3 Jun 1995 10:55:44 -0500
Message-Id: <950603114835_21471326@aol.com>
From: CarlHeintz@aol.com
Subject: FS: HQ 170 ham receiver

Hammarlund HQ 170 with manual and matching speaker, plus 12 hr clock, runs well, flawless inside and out. \$180 Email CarlHeint@aol.com.

From boatanchors@theporch.com Sat Jun 3 15:58:34 1995
Date: Sat, 3 Jun 1995 10:58:34 -0500
Message-Id: <950603114839_21471354@aol.com>
From: CarlHeintz@aol.com
Subject: FS: Heath Marauder Xmitter

Heath Marauder HX-10 transmitter. 80-10 CW/FSK/AM/SSB, 250 Watts, matches Mohawk and Apache. Chromed knobs. Flawless mechanically and electrically, with manual. In Kansas, can UPS anywhere. \$250 Email Carlheintz@aol.com

From boatanchors@theporch.com Sat Jun 3 16:01:02 1995
Date: Sat, 3 Jun 1995 11:01:02 -0500
Message-Id: <950603114844_21471380@aol.com>
From: CarlHeintz@aol.com
Subject: FS: Heath SB series

I'm selling all of my radio equipment. Heath SB series radios for sale with manuals, all in excellent to primo condition:

SB 610 monitor scope \$70
SB 620 pan-adaptor scope set for heath SB IFs \$85
SB 630 station console \$60
Sold as a pair:

SB 303 transistorized ham band receiver + SB 401 transmitter \$240

OR: \$425 for the whole lot. They are in Kansas, UPS'able anywhere. Email CarlHeintz@aol.com. Thanks

From boatanchors@theporch.com Sat Jun 3 18:33:24 1995
Date: Sat, 3 Jun 1995 13:33:24 -0500
Message-Id: <950603143125_85586377@aol.com>
From: JosephWP@aol.com
Subject: GE 5 Star tube manuals

I am looking for a GE 5 star manual set to supplement my other tube books.

Joseph Pinner +
Lafayette, LA
KC5IJD
EMail: josephwp@aol.com

From boatanchors@theporch.com Sat Jun 3 16:23:17 1995
Date: Sat, 3 Jun 1995 11:23:17 -0500
Message-Id: <9506031510.AA05155@mirage>
From: mirage!pamars@uhura.neoucom.EDU (P.A.Marshall)
Subject: Lab equipment FS

I have become involved in an effort to rescue a ton (Possably a literal statement) of BA laboratory equipment, from the 40's and 50's mostly, some maybe from the late 30's from a trip to the Dump. I don't think this is an overly classy cache, there are some simple scopes, HV power supplies, and counters (not freq counters, just counters), voltage level (window) detectors, VHV power supplies, and other odds and ends. I have picked up the first load, and am testing each item for condition, and basic function. I plan on making any minor repairs required to get things basicly working, but don't plan on going any deeper that that, items that look like they will require any heavy repair will be placed on a short list to be stripped.

I can't keep more than a fraction of this lode, so if anyone has a hankering for any of the following, drop me a line, I would like to find a good home for most of this stuff. So, here is the first few items I have checked out.

All these items are in very good cosmetic condition, they were stashed in utility access areas in the late 60's, and have been heated and dry as a result of this, disturbed only by maint. dudes, untill management uncovered them earlier this year. I will update this list as I get more checked out.

RCA chanalyst (function unkn) with cables and probes.
GE ST-2A scope (basic functions OK) leather handle broken
Lambda model 28 HV PS (one w/ 200v mod) (all work OK)
Triplett model 3441 service scope (basic functions OK)
Berkley model 554 event counter w/ 1 sec timebase (counts OK, TB func unkn)

Al Marshall "Real Radios Glow in the Dark" almarshall@acm.org

"You road I enter upon and look around, I believe
you are not all that is here,
I believe that much unseen is also here."

From boatanchors@theporch.com Sat Jun 3 17:21:04 1995
Date: Sat, 3 Jun 1995 12:21:04 -0500
Message-Id: <950603171633_72227.1640_EHM151-1@CompuServe.COM>
From: Dave Stinson AB5S/7 <72227.1640@compuserve.com>
Subject: Las Vegas Swap Meet: June 95

Las Vegas Monthly Swap Meet: June 1995

Here's a few things from the Las Vegas swap meet:

Best Buy: Hammerland SP-400X SuperPro, with case
and factory power supply.
A friend brought this for me but, after
much fretting and regreting, I had to
admit I had no room for it. It was dirty
but the front was unmarred save for one
cracked knob. Ready for this?? *\$40*
I told him "Fred, put \$80 on this and
it'll be gone in ten minutes," and it was.

J-38 key, complete/nice \$10 (followed me home).

British WWII No. 19 Tank Radio
Aerial Variometer Good \$20 (followed the J-38)

Globe Scout Novice Xmitr Dirty/working/complete
--* Five Bucks *-- (followed the Variometer)

Drake P75 phone patch for the TR-7 \$100
(I don't THINK so!!!)

Heathkit HW-101 very clean \$250 unsold.

Heath SB610 Station mon. \$130 unsold.

National NCX-500 good/fair \$100 unsold.

Drake UV-3 to match my TR-7, but not for \$350.

Some assorted neat Dynos for \$2 I drug home.

Two ARC-5 receiver control box connectors \$1 each!!!
(happy happy joy joy!!)

And one neat little WW-II era aircraft
transmitter I'm going to ask about in
another post.

Dave Stinson AB5S/7

From boatanchors@theporch.com Sat Jun 3 13:20:53 1995
Date: Sat, 3 Jun 1995 08:20:53 -0500
Message-Id: <950603091849_21417041@aol.com>
From: StuSanders@aol.com
Subject: Re: PTO

Stands for Permeability Tuned Oscillator.

From boatanchors@theporch.com Sat Jun 3 20:51:55 1995
Date: Sat, 3 Jun 1995 15:51:55 -0500
Message-Id: <199506032049.NAA22580@desiree.teleport.com>
From: ross@hypertools.com (David Ross)
Subject: R-390A Chassis Arcana...

At 11:48 05/31/1995 -0500, Michael.J.Knudsen@att.com wrote:
>Is there any way to identify the maker of the main chassis?

Gang -

I've heard that Collins used a different typeface on their front panel
artwork than did all the clone manufacturers of the R-390A.

Look at the letter "C" - if the upper half of the "C" is a precise
mirror image of the lower half, then it's not a Collins front panel. The

Collins "C" doesn't have this symmetry, being ever-so-slightly larger in the bottom half, somewhat pear-shaped.

This asymmetry is noticeable on my R-390A, and is definitely not present on the R-391s which use an altogether different typeface. I don't have access to a non-Collins R-390A front panel.

Anybody out there got a good magnifying glass?

73

Dave Ross KA6EPI ross@hypertools.com

From boatanchors@theporch.com Sat Jun 3 13:29:53 1995
Date: Sat, 3 Jun 1995 08:29:53 -0500
Message-Id: <950603092515_21419850@aol.com>
From: StuSanders@aol.com
Subject: Re: R390A Bandwith Control pr...

Sounds like a shaft binding in a bushing bore. I have a R-392 which I think is similar mechanically. Just a guess. 73's